

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

Monitoring, Environment, Noise and Track (MENT) Sub Committee

**Approved Minutes of the First Meeting
held at East Midlands Airport**

2 February 2007

Present:

Independent Facilitator Mr B Whyman MBE, Ch, JP

Organisation:

Local Authorities

North West Leicestershire District Council Cllr D Wintle

Local Groups

CPRE Leicestershire Mr G Stocks
Melbourne Civic Society Mr P Grimley
WINGS Mr D Coulson

Airport Users

DHL Aviation Ltd Mr P Hewett

East Midlands Airport

Director of Planning Development Mr J Froggatt
General Manager, Environmental and Safeguarding Mr N Robinson
Minute Secretary Ms A Lamin

Vernon Cole Associates – Presentation only Mr V Cole

01/07M APOLOGIES FOR ABSENCE

Apologies were received from Mr R Hebblethwaite, Mr L Macefield, Cllr M Males, Cllr L Pendleton and Mr S Charlish. Mr Coulson attended for Mr Charlish.

02/07M DECLARATIONS OF INTEREST

None declared

03/07M VERNON COLE NOISE REPORT

Vernon Cole presented comprehensive and detailed information summarising the results of research undertaken. Data from 14 positions has been compiled for periods both before and after the May 2005 Airspace change, defining contours, changes and implications. The research was commissioned jointly by EMA and Leicestershire County Council.

Conclusions of the report demonstrated that most sites were relatively quiet and that noise did not relate to proximity to the airport or flightpaths, and no significant changes since July 05. Monitoring noise in the future taking account of increased activity will form a separate exercise. The presentation is a preliminary exercise and a final report on conclusions will be submitted to EMA

and LCC in due course.

It was anticipated that the final report and possibly a further presentation by Vernon Cole would go to the Leicestershire County Council Joint Working Group in May, following which the information presented will be made available on the EMA and LCC websites and a copy of the information, when published, will be circulated to all ICC members. Vernon Cole will produce a one page summary of the results to be reported to the main ICC.

ACTION: EMA

There was considerable discussion on the information presented and the methods of gathering and compiling the information. One representative of the Local Groups queried whether measurements were taken when flightpaths were in use and it was confirmed that measurements were taken over a continuous four month period and that the final report could be amended to indicate which flight paths were in use at the time. There was more debate on measurements and Vernon Cole undertook to advise the specific measurements used. The changes through CDA will remain under consideration.

Barrie Whyman thanked Vernon Cole for the presentation and the detailed information given.

04/07M MATTERS REFERRED TO THE SUB COMMITTEE

Details of Paul Grimley's request that specific information be circulated and discussed at MENT meetings was discussed. In summary the following was agreed and EMA will action:

	<u>Airport Environmental Data</u>	<u>Agreed Actions</u>
(i)	Aircraft movements day/night	Already circulated - Agreed
(ii)	2006 Noise contours day/night	The annual report which done to the new regulations has to be for a full calendar year, not just the Summer peak period. This is due by May 2007, and will be notified to ICC members when available and put on the EMA website.
(iii)	Ground running statistics	Already circulated – Agreed
(iv)	Aviation fuel supplied through EMA Fuel Farms – to qualify EMA's claim of being carbon neutral. The 3% of total CO ₂ emissions figure claimed by EMA was not accepted by some members of the ICC.	EMA confirmed their willingness to be constructive and supply relevant information but felt that due to the ability of the airlines to "tanker" fuel in or out depending upon the relative price, these figures would not relate to the operations of the airport and fuel companies may feel the information is commercially sensitive. EMA will consider the request and report to the next meeting.
(v)	Number of jet training flights	EMA reports annually to the CAA and will include this information – Agreed

Continual Improvement Process

Day noise
Night noise
Ground running noise
Training flights
Greenhouse gas emissions
Complaints system

Agreed that this information contributes to "the direction of travel" which will be reported on an annual basis.

Following discussion it was agreed that there was a danger that requesting and receiving too many facts and figures could take away from the committee's ability to debate specific issues. EMA and the committee agreed to review the reports presented to ensure information is specific and relevant to inform discussion and debate on issues perhaps on a rolling basis with an agreed programme for discussion. This change of style and review is aimed at contributing to the continual improvement programme and assessing the various impacts on both internal and external areas.

EMA is subject to an independent six monthly ISO14001 audit review and will circulate the summary report to the committee, if necessary with some details such as tenant names erased.

DHL offered also to circulate similar information six monthly or annually as appropriate. EMA will ask other airlines if they would agree to circulation of relevant ISO14001 information six monthly or annually as appropriate. It was agreed that any sensitive business issues will be omitted.

It was agreed that the aim is for the group to receive regular and inclusive summary information to review and debate.

EMA will review and define reports to present say one subject to each meeting to enable meaningful debate.

ACTION: EMA, DHL

05/07M

ENVIRONMENT REPORT

The report circulated was reviewed and discussed.

A representative of the Local Groups queried the sparse information on noise statistics; stated that the Low Cost number for complaints had been withdrawn and that referral to Webtrak at a local library for complainants with no web access, was unsatisfactory. He also queried how Webtrak complaints are monitored and raised specific queries on the numbers of complaints recorded as his records showed more complaints made than were recorded.

EMA confirmed that all complaints are logged and would investigate the situation on the Low Cost telephone number.

EMA asked that further information on the complaints logged be provided and agreed to check and correlate the information. Discrepancies could be through timing but the member felt the discrepancies are in EMA's recording systems. The member and EMA will liaise on the issues raised to resolve the queries.

It was suggested by the Chairman that the addition of a column showing village population numbers on the complaints schedules would be useful to determine the percentage of the population complaining. EMA agreed to consider how this could be displayed.

A representative of the Local Groups commented that the annual Sustainable Aviation report should be regarded as a report of unsustainability since it

reported a growth rate for UK aviation CO2 emissions which exceeded efficiency improvements.

John Froggatt confirmed that full statistical information will be presented to the TEP group (Transport, Economic Development and Passenger Service) meeting on 9th February.

A representative of the Local Groups felt that the Sustainability Airport report is actually an Unsustainability report.

ACTIONS: EMA

06/07M

AIRCRAFT SPEED AND NOISE

Details of the objective study to be undertaken were noted. The group welcomed the study and will review the resulting information at a later date.

EMA will feedback information to the group when available.

ACTION: EMA

07/07M

PROGRESS REPORT: IMPLEMENTATION OF THE ENHANCEMENTS TO THE NOISE AMELIORATION PROGRAMME

Item 2: Sound Insulation Grant Scheme

A representative of the Local Groups queried which area is affected by the 90dB(A) SEL of the noisiest aircraft and how many houses will be affected. EMA confirmed that a very small additional area is affected and will provide contour maps to the next meeting.

ACTION: EMA

Item 3.2: Noise Penalty Limits

A representative pointed out that Manchester airport has a maximum noise limit of 85dB(A); Heathrow have a lower limited, and saw no reason why EMA should be higher at 83, 87 and 92dB(A). EMA said that the air traffic pattern at EMA differed from that of Manchester and Heathrow and that EMA's limit of 83 was the most stringent in the UK.

Item 4.1: QC8/QC16 Restrictions

A representative said the group was pleased to see a ban on night-time operations but felt this would have little effect. EMA confirmed a small number of night operations as a result of unavoidable delays would remain and it aimed to achieve a balance by levying substantial (up to £12,000) surcharges which would go to the Community Fund. EMA confirmed that the actual number of night-time operations undertaken in 2006 by QC8/16 aircraft has been reported.

Barrie Whyman thanked everyone for their contributions and EMA for the information provided. It was confirmed that the views of this committee will be reported to the ICC through the meeting minutes which will be on the ICC meeting agenda for information. However, it was felt important that the items discussed and issues raised should not be rediscussed at the ICC meetings. The members of MENT represent their own individual groups or constituencies and any issues from the individual groups should be raised with their representative who will raise any such issues at the following MENT meeting. This was agreed by all present. A member requested and it was agreed that the minute numbering system be changed from minute number/year to year/minute number e.g. the sequence becomes 07/01M and so on.

The meeting closed at 12.45pm

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